

BookletChart™



Intracoastal Waterway – Fort Myers to Charlotte Harbor and Wiggins Pass

NOAA Chart 11427

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker

Approximate Page Index					
4	5	6	7	8	9
10	11	12	13	14	15
16	17	18	19	20	21
22	23	24	25	26	27

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

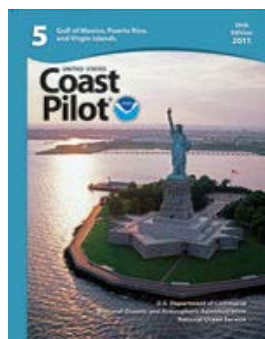
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11427>.



(Selected Excerpts from Coast Pilot)

Wiggins Pass, 4 miles N of Clam Pass, is subject to frequent changes. The pass is used by small craft entering **Cocohatchee River** and the chain of lagoons and inland waterways that lead N to the passes in Estero Bay. A private light marks the approach to the pass. Inside the pass, a channel, marked by private daybeacons, leads S to **Water Turkey Bay**. There are several marinas on the N side of the Cocohatchee River near the mouth that

provide gasoline, diesel fuel, water, ice, dry storage, and marine supplies. Hull, engine and electronic repairs can be made; lift to 5 tons. A highway leads along the coastal beach from **Bonita Beach** on **Little**

Hickory Island and crosses Big Hickory Pass on a bridge with a 40-foot fixed span with a clearance of 10 feet.

A microwave tower, about 7 miles inshore between Wiggins Pass and **Big Hickory Pass**, is reported to be prominent. The tower, 715 feet high, is marked at the top by a red aircraft light. A lighted green water tower on **Big Hickory Island** and a hotel between Wiggins Pass and Clam Pass are also reported to be prominent.

In 1992, Big Hickory Pass was reported open for small craft with local knowledge. Private daybeacons reportedly mark the channel from the pass S through Hogue Channel, Big Hickory Bay, and Fish Trap Bay to Imperial River and also N through Broadway Channel to New Pass and Big Carlos Pass. Local knowledge is advised. A marina on the E side of the bridge over Big Hickory Pass has berths with electricity, gasoline, water, and ice.

The highway continues N from Big Hickory Pass over causeways on the islets in the S end of Estero Bay with bridges over New Pass, the pass just N of Big Hickory Island, and Big Carlos Pass. The bridge over New Pass has a clearance of 30 feet, and the one over the entrance to the lagoon on the E side of **Black Island** has a 30-foot fixed span with a clearance of 10 feet. An overhead power cable with a clearance of 36 feet crosses the entrance to the lagoon just W of the bridge.

In 1982, the reported depth was 4 feet in **New Pass** and in the channel leading S to the marinas and fish camps near Big Hickory Pass. Stakes mark the channel. In 1978, a row of pilings, centered in 26°22'42"N., 81°51'53"W., was reported to obstruct the channel through New Pass.

Big Carlos Pass, marked by lighted and unlighted buoys, is about 1.5 miles NW of New Pass. A bridge with a 50-foot bascule span crossing Big Carlos Pass from Carlos Point to Black Island has a clearance of 23 feet at the center. (See **117.1 through 117.59 and 117.267**, chapter 2, for drawbridge regulations.)

High-rise buildings on the S end of Estero Island are prominent when approaching Big Carlos Pass from the Gulf. Other high-rise and/or lower condominiums dot the Gulf side of Estero Island at its N end.

About 1 mile NW of the bridge, a 2,100-foot privately dredged cut, 150 feet wide with several canals branching off from it, leads to a basin 500 feet long and 200 feet wide. A marina in the basin has gasoline, diesel fuel, electricity, pump-out, water, ice, marine supplies, boat storage, and hull, engine and electronic repairs available. In 2011, a depth of 6 feet was reported in the approach channel and alongside

Vessels with drafts too deep to enter San Carlos Bay can obtain good anchorage in calm weather in depths of 15 to 25 feet, sticky bottom, 3 to 4 miles SE of Sanibel Island Light. With N winds there is good anchorage in depths of 16 to 24 feet under the lee of the S side of Sanibel Island, with the light bearing anywhere between NE and N by W.

San Carlos Bay, 41 miles NNW from Cape Romano, is largely filled with shoals on which the depths vary between 1 and 6 feet, and is of importance chiefly as the approach to Caloosahatchee River, the Okeechobee Waterway, and the Intracoastal Waterway, Gulf Section. The bay and adjacent waters are frequented mostly by small vessels and yachts, and are popular with tourists and fishermen during the winter. **Sanibel Island Light** (26°27'11"N., 82°00'51"W.), 98 feet above the water, is shown from a brown square pyramidal skeleton tower, enclosing a stair cylinder on **Point Ybel**, the E end of **Sanibel Island**. **San Carlos Bay Light SC** (26°25'08"N., 81°57'33"W.), 16 feet above the water, shown from a dolphin, is 3.6 miles SE of Sanibel Island Light and marks the entrance to San Carlos Bay.

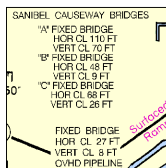
U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District (504) 589-6225
New Orleans, LA

Table of Selected Chart Notes



NOTE B

The daybeacons are private and positions are approximate.

NOTE K

Additional private aids are not charted.

HEIGHTS

Heights in feet above Mean High Water.

BOCA GRANDE CHANNEL

(entering from seaward)

Surveyed Apr. 2010

Left quarter.....	9.0 ft
Middle half.....	9.0 ft
Right quarter.....	9.6 ft
Width.....	21.4 ft

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from the Caloosahatchee River to Anclote, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

OKEECHOBEE WATERWAY

Project Depths

8 feet St. Lucie River to Fort Myers via Route 1 and 6 feet via Route 2.

12 feet Fort Myers to Punta Rassa.

12 feet Punta Rassa to Gulf of Mexico.

Lockage service is provided continuously from 6:00 A.M. to 10:00 P.M. EST, daily.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along Waterway are in Statute Miles, based on zero westward from junction with the Atlantic Intracoastal Waterway in St. Lucie Inlet (11428, Side A), and are indicated thus: —◆—

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilots 4 and 5.

Courses are TRUE and must be CORRECTED for any compass deviation and variation.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

INTRACOASTAL WATERWAY

Project Depths

9 feet Caloosahatchee River, FL to Anclote River, FL.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero northward from junction with the Okeechobee Waterway, and are indicated thus: —◆—

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilots 4 and 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

INTRACOASTAL WATERWAY

Project Depths

9 feet Caloosahatchee River, FL to Anclote River, FL.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero northward from junction with the Okeechobee Waterway, and are indicated thus: —◆—

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilots 4 and 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from the Caloosahatchee River to Anclote, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

OKEECHOBEE WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Okeechobee Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Okeechobee Waterway westward from St. Lucie Inlet to Fort Myers, Florida, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Okeechobee Waterway.

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLIES														
FOOD					DIESEL OIL GASOLINE									
TOILETS SHOWERS LAUNDRY					BAIT-TACKLE									
CHARTER-LODGING-CAMPING					GROCERIES-HARDWARE									
PUMP-OUT STATION					NAUTICAL CHART SALES									
MOTOR-HOUSE-SAIL					WINTER STORAGE									
KAYAK					LAUNDRY									
					WET-DRY									
MR		CRMK	C	S	F	TSLP		C	WI	GH	BT	DG		
					F	TSLP	W	C	WI			DG		
		CRM	C		F	TSLP	WD	C	WI		BT	DG		
			M			TS	P		WI			DG		
			C	M		FL	TSLP		C	WI	G	BT	DG	
			C		C	S	FL	TSLP		C	WI	GH	BT	DG
MR			M	C	F		WD	C	WI	GH	BT	DG		
MR			M	C	FL	TSLP	WD	C	WI	GH		DG		
MR			M	C	F	TSLP	WD	C	WI	GH	BT	DG		
						TSLP	WD	C	WI	GH	B	DG		
MR			M	C	FL	TSLP	WD	C	WI	H	BT	DG		
MR						T	P	C	WI	H	BT	G		
			C	M		TSLP	D		WI	GH		DG		
			M			TSLP			WI		BT	DG		
				C	F				WI			DG		
					FL	TSLP		C	WI	GH		DG		
				C	FL	TSLP	W		WI			DG		

SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.
IES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.

RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel. A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port. When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases. Motorboats must keep to the right in narrow channels when safe and practicable. Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

CAUTION

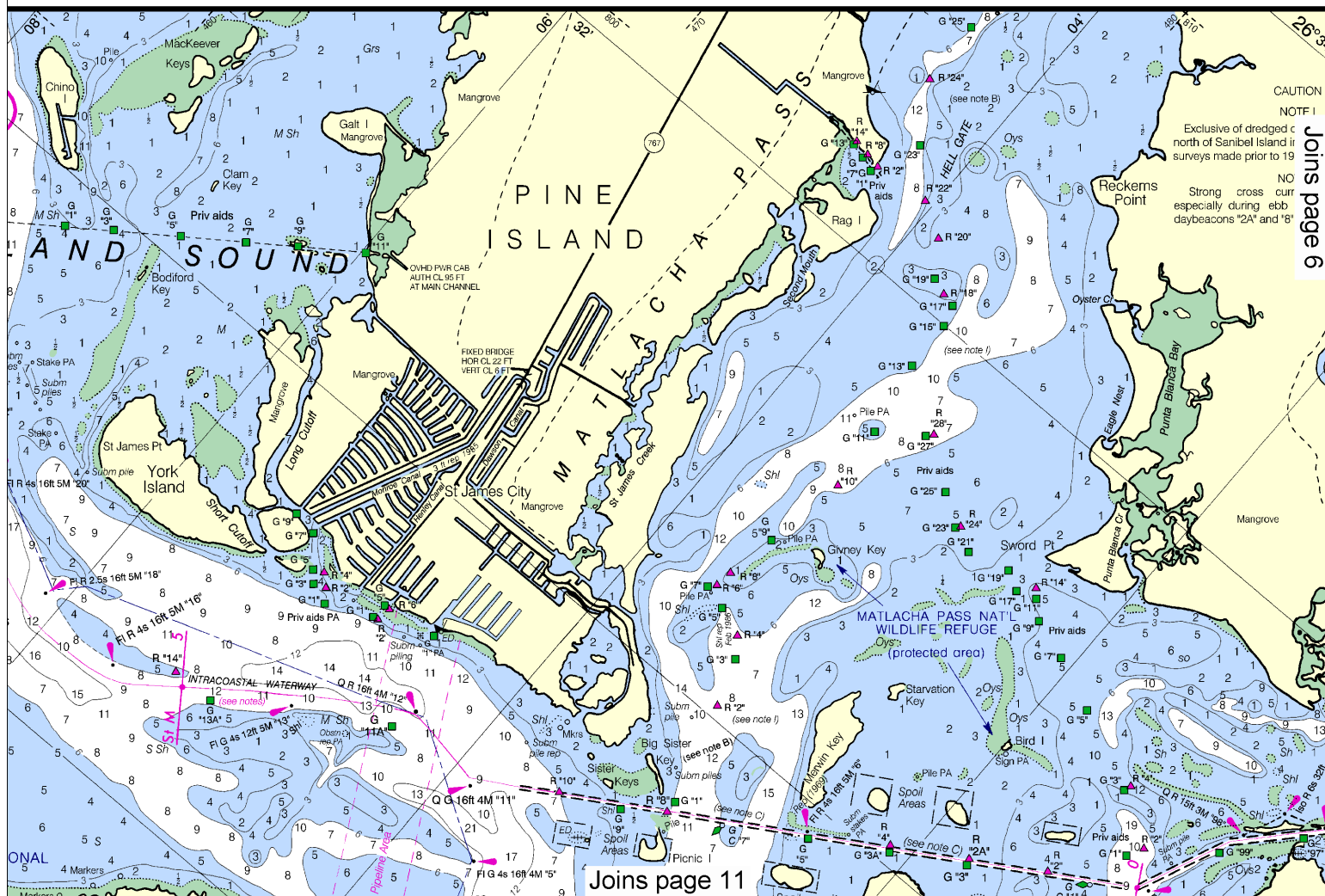
WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

HURRICANES

Hurricanes, tropical storms, and other severe weather can cause considerable damage to navigation and mooring facilities. Charted soundings, reflect actual conditions. Navigation may have been moved from original locations. Wrecks and submerged objects may have been moved. Mariners are urged to report hazards to navigation unit.

CONTINUED ON CHART 11426



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

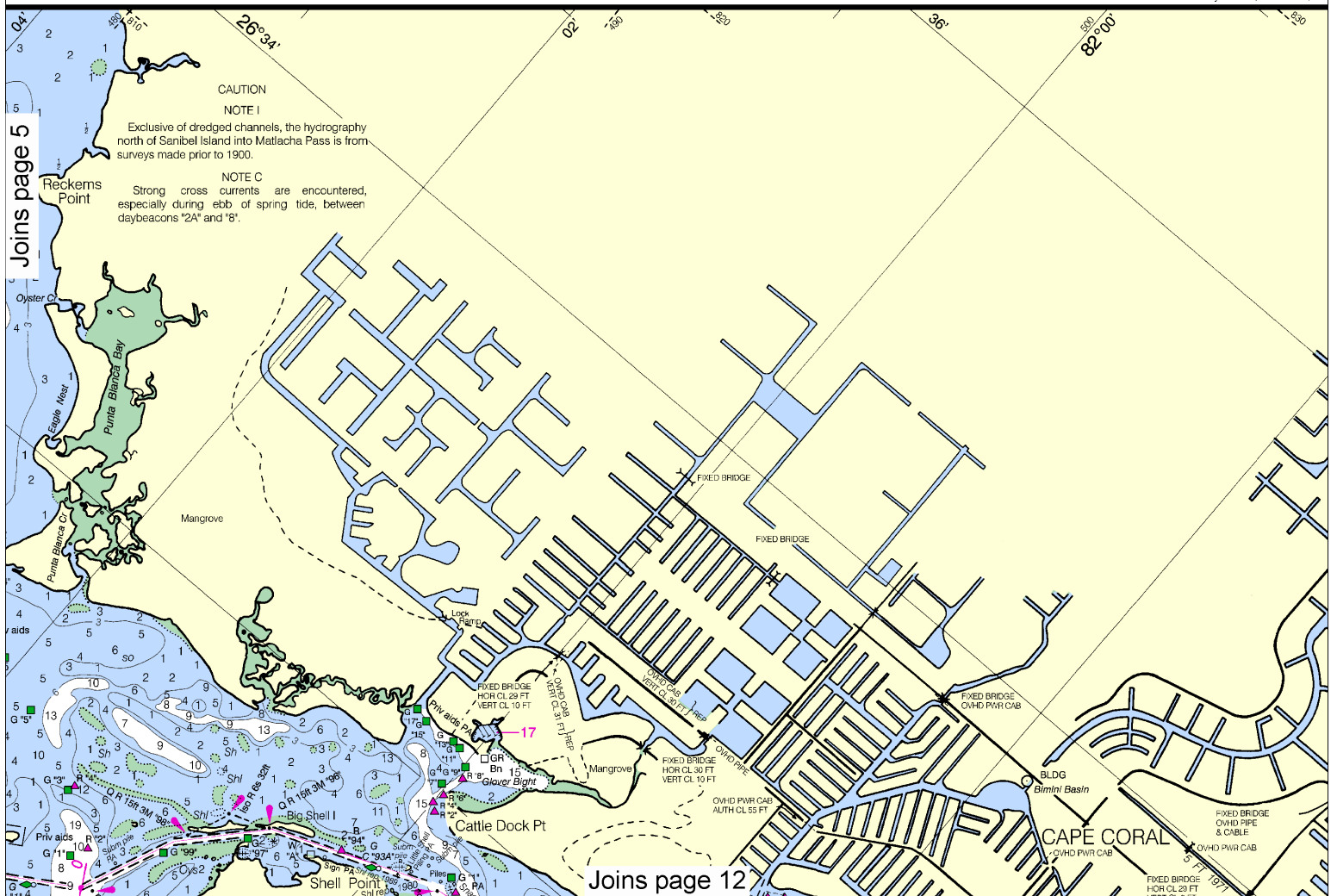
HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Formerly 856-SC, 1st Edition, 196



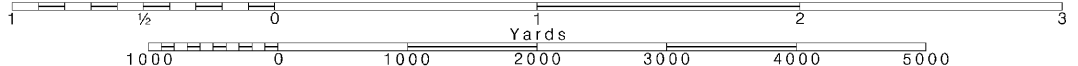
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.



ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Cape Coral, Sanibel-Captiva and San Carlos Bay Power Squadrons, District 22, United States Power Squadrons for continually providing essential information for revising this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

INTRACOASTAL WATERWAY

Project Depths

9 feet Caloosahatchee River, FL to Anclote River, FL.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero northward from junction with the Okeechobee Waterway, and are indicated thus: ————

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilots 4 and 5.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

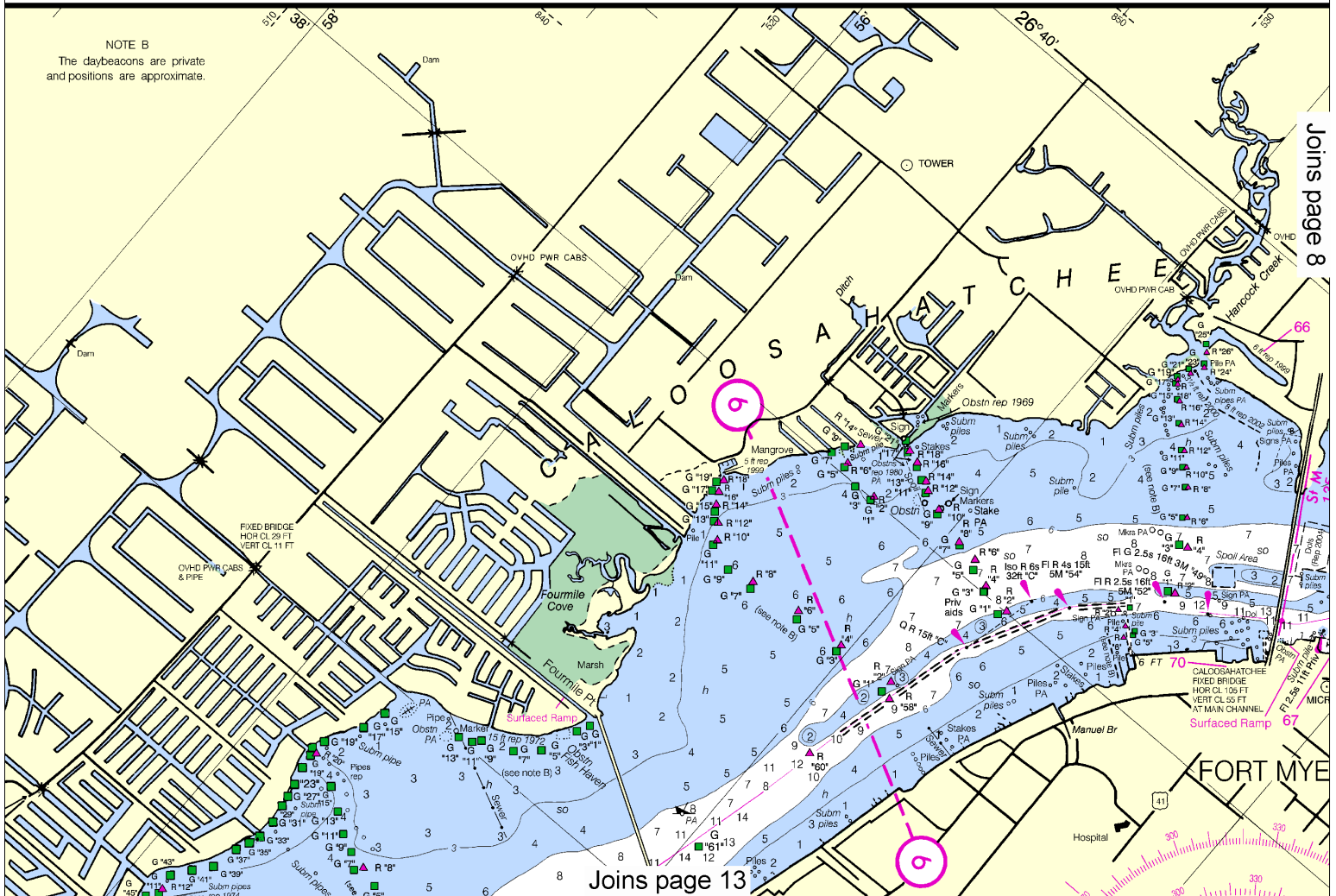
When following the Intracoastal Waterway westward from the Caloosahatchee River to Anclote, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

963 KAPP 366

NOTE B

The daybeacons are private and positions are approximate.



Project Depths

- 8 feet St. Lucie River to Fort Myers via Route 1 and 6 feet via Route 2.
- 10 feet Fort Myers to Punta Rassa.
- 12 feet Punta Rassa to Gulf of Mexico.

Lockage service is provided continuously from 6:00 A.M. to 10:00 P.M. EST, daily.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

The Waterway is indicated by a magenta line. Mileage distances shown along Waterway are in Statute Miles, based on zero westward from junction with the Atlantic Intracoastal Waterway in St. Lucie Inlet (11428, Side A), and are indicated thus: ————

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilots 4 and 5.

Courses are TRUE and must be CORRECTED for any compass deviation and variation.

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Okeechobee Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Okeechobee Waterway westward from St. Lucie Inlet to Fort Myers, Florida, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

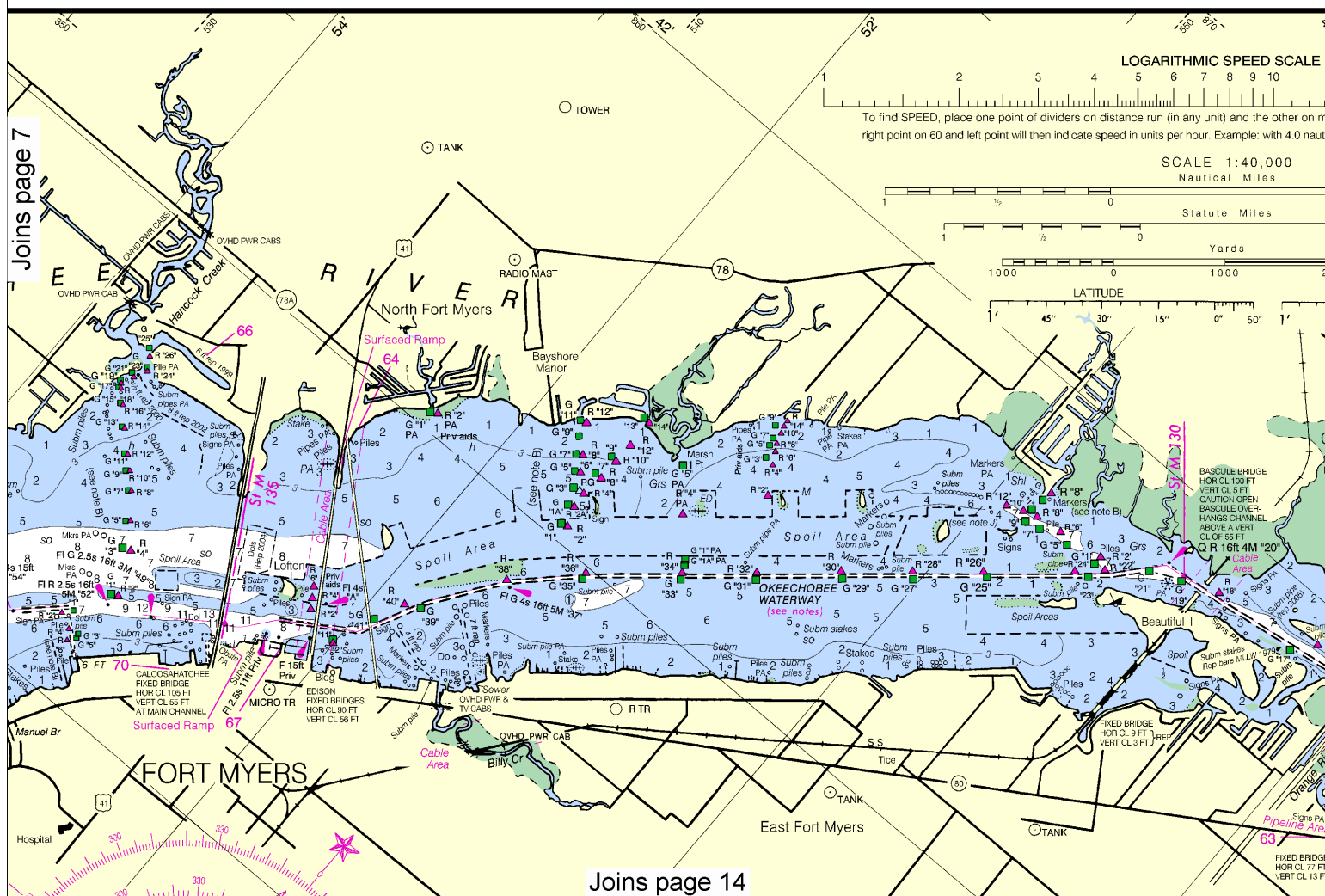
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Okeechobee Waterway.

The Florida State Grid, west zone, is indicated on this chart at $\begin{array}{c} - \\ + \\ - \end{array}$
10,000 foot intervals thus:
The last three digits are omitted.

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Numerous submerged piles have been reported in this area.

Joins page 7



Joins page 14

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.

8



NAUTICAL CHART 11427

INTRACOASTAL WATERWAY

FLORIDA

FORT MYERS TO

CHARLOTTE HARBOR

AND WIGGINS PASS

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

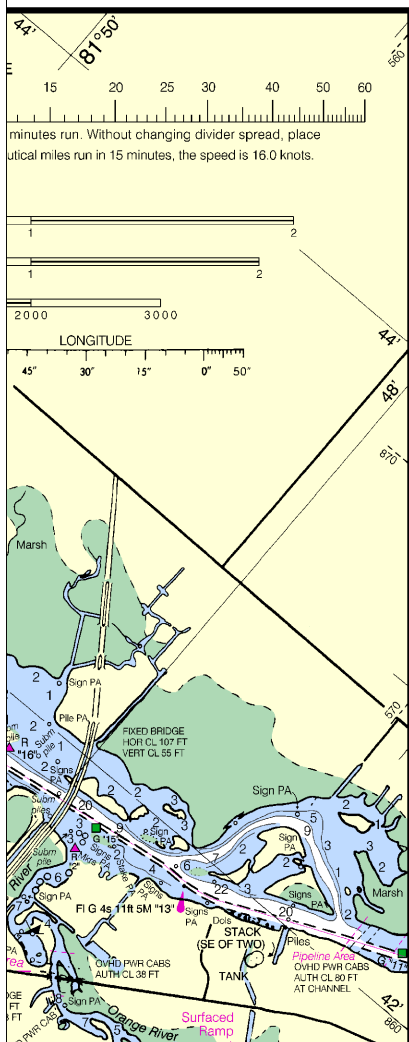


Chart 11427, 35th Ed., Sep/11 ■
Corrected through NM Sep 24/11, LNM Sep 20/11

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Mercator Projection at Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

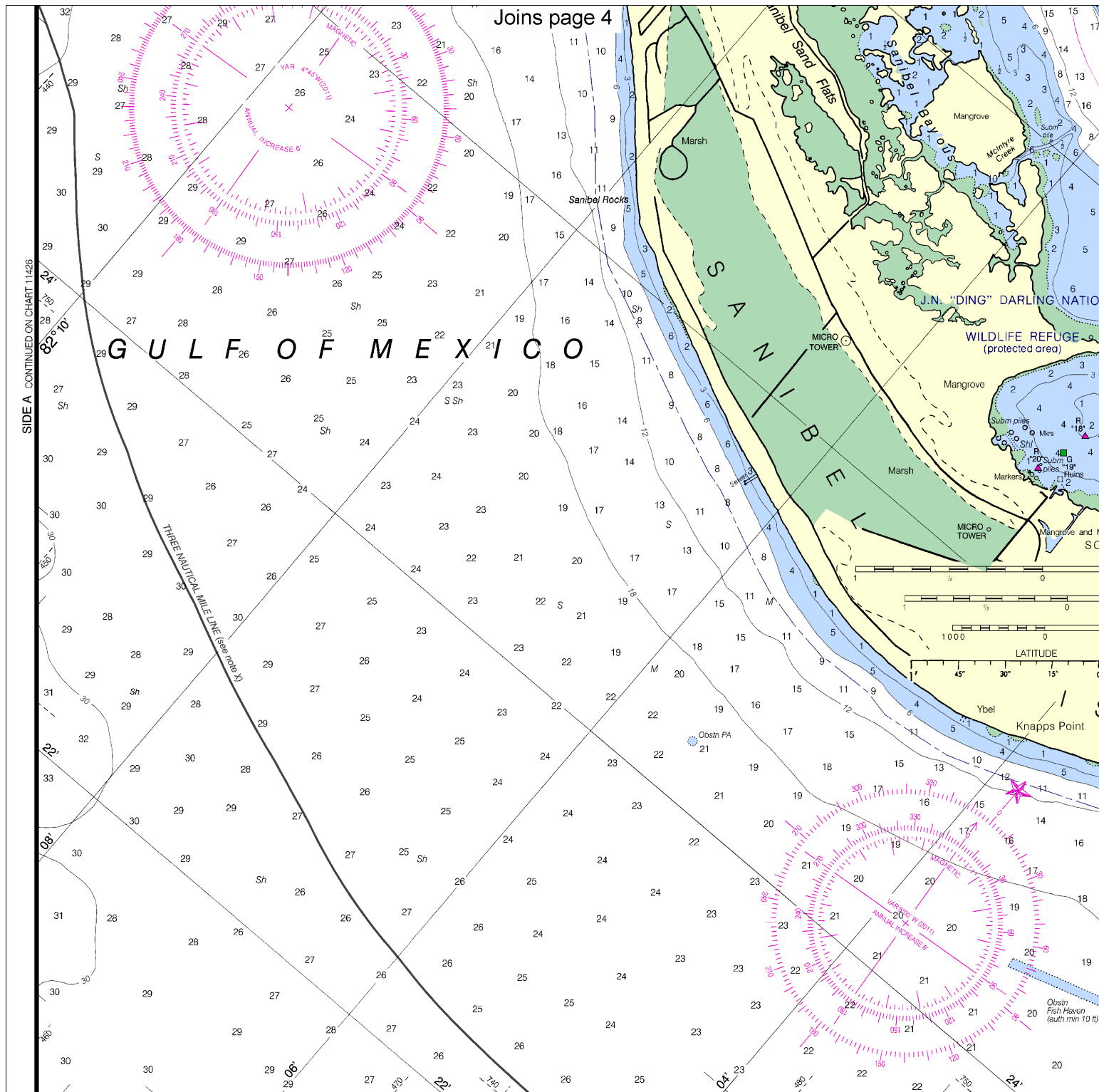
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and the U.S. Coast Guard.

Joins page 15



11427 35th Ed., Sep/11; Corrected through NM Sep 24/11, LNM Sep 20/11

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Joins page 16

INTRACOASTAL WATERWAY
Project Depths
9 feet Caloosahatchee River, FL to Anclote River, FL.
The controlling depths are published periodically.

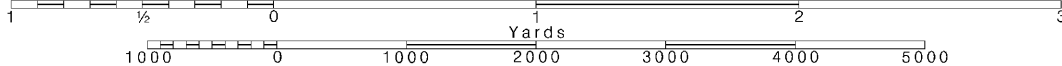
10

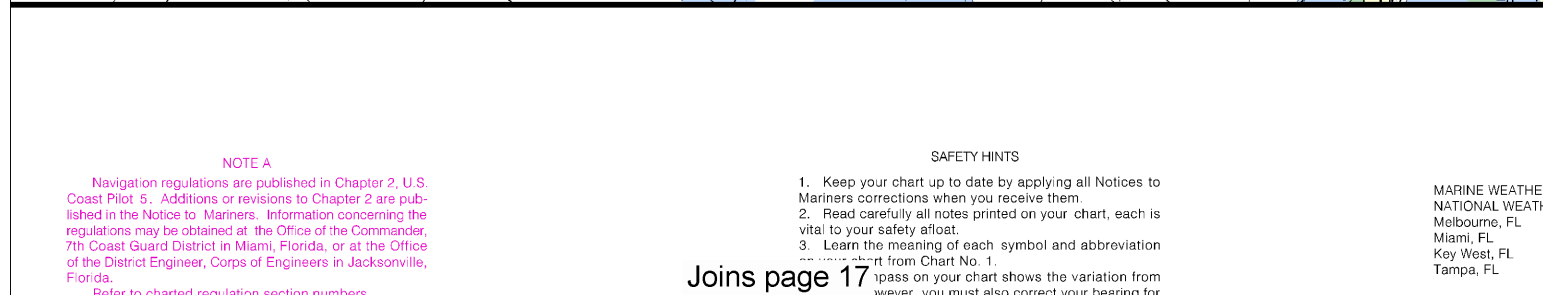
Note: Chart grid lines are aligned with true north.

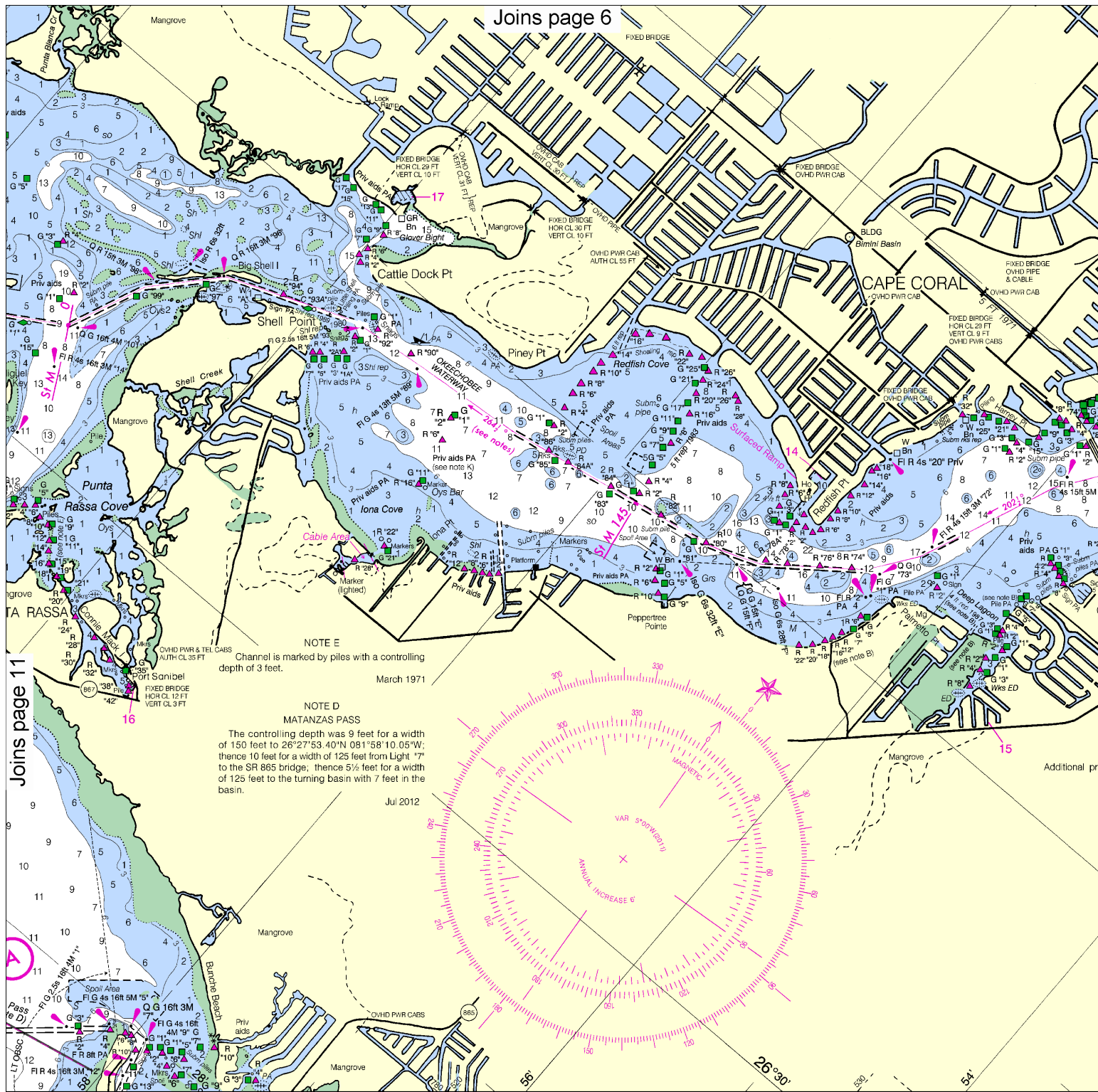
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE
Melbourne, FL
Miami, FL
Key West, FL
Tampa, FL

TELEPHONE NUMBERS
(321) 255-0212
(305) 229-4522
(305) 295-1316
*(813) 645-2506

OFFICE HOURS
8:00 AM-4:00 PM (Mon-Fri)
24 Hours daily
24 Hours daily
8:00 AM-4:00 PM

MARINE WEATHER FORECASTS BY RADIO DIRECTLY FROM NATIONAL WEATHER SERVICE

CITY	STATION	FREQ.	AM-LOCAL TIME	PM-LOCAL TIME	DAY
Key West, Fla.	WKIZ	1500 kHz	5:25, 7:15, 11:15	12:15, 5:15, 6:15	Daily
Key West, Fla.	WKWF	1600 kHz			

Joins page 18

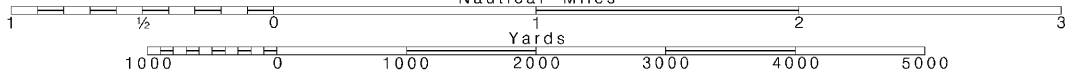
12

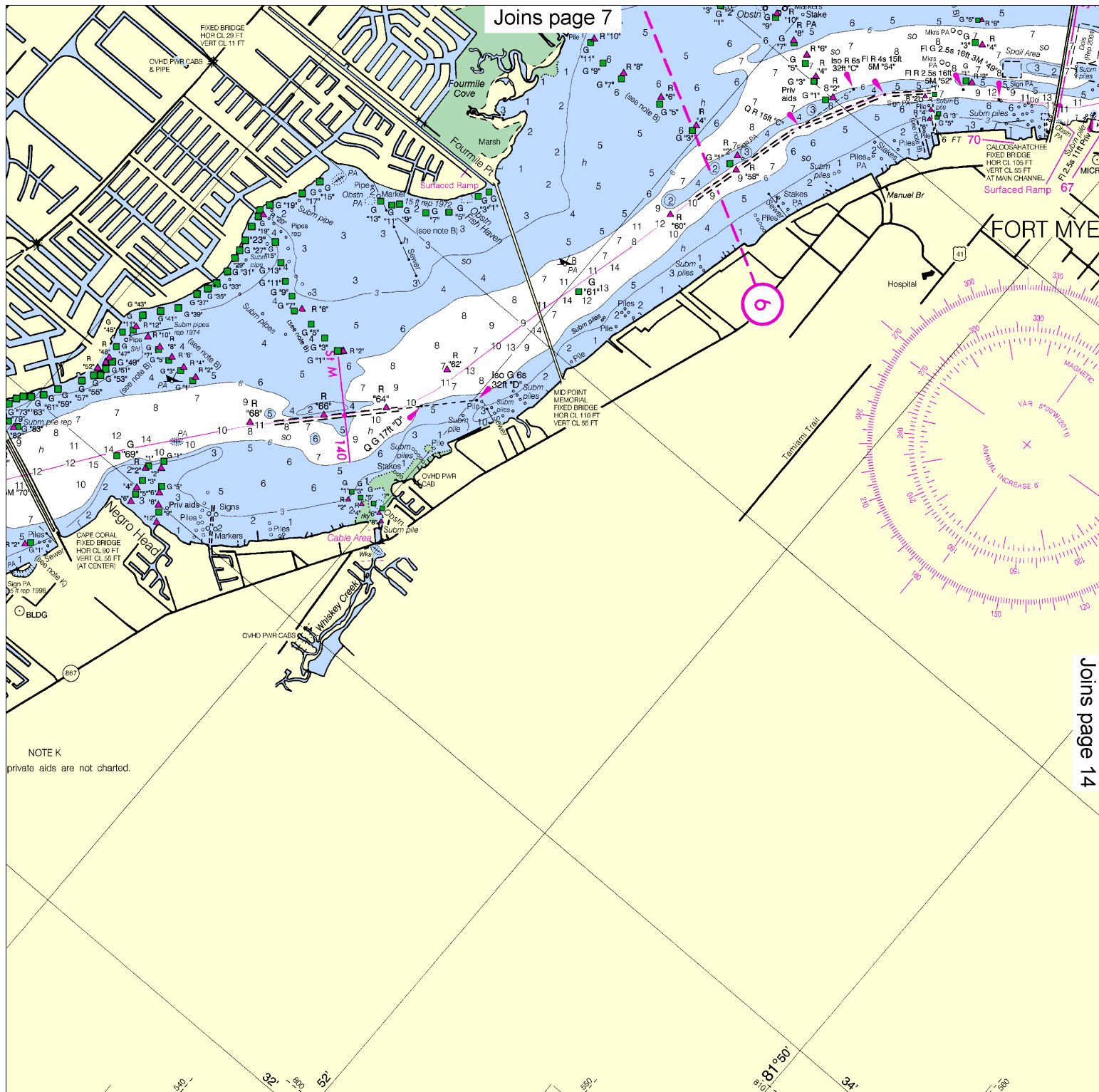
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 7

Joins page 14

NOTE K
private aids are not charted.

WEATHER RULES FOR SAFE BOATING
Before setting out:
1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

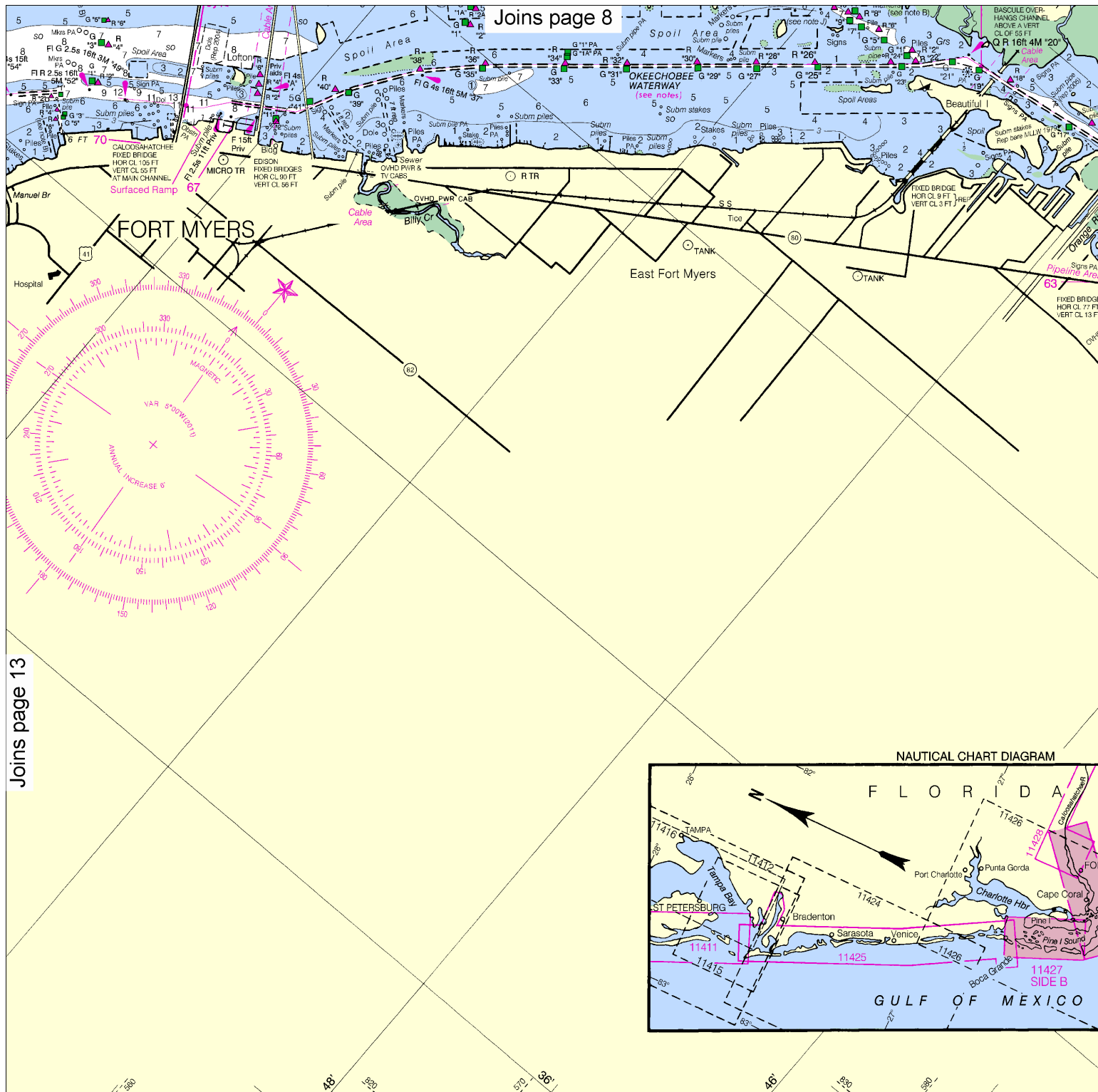
When warnings are in effect, don't go out unless you are confident your boat can be navigated safely under forecast conditions of wind and sea.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at nautical.noaa.gov/ids/inquiry.aspx, or 1-800-368-5848 or <http://www.oceangrafix.com>.

Joins page 19

TIDAL INFO	
PLACE	
NAME	(LAT/LON)
Little Hickory Island	(26°21'N/81°26')
Coconut Point	(26°24'N/81°26')
Matanzas Pass	(26°27'N/81°26')
Captiva Island (south end)	(26°29'N/81°26')



TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Little Hickory Island	(26°21'N/81°81'W)	2.5
Coconut Point	(26°24'N/81°51'W)	2.7
Matanzas Pass	(26°27'N/81°57'W)	2.8
Captiva Island (south end)	(26°29'N/82°11'W)	2.6

Joins page 20

14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

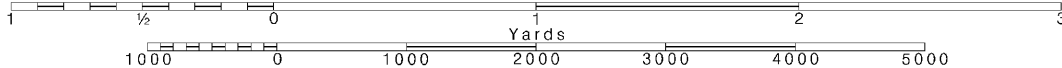


Chart 11427, 35th Ed., Sep/11 ■
Corrected through NM Sep 24/11, LNM Sep 20/11

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Mercator Projection at Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.272" northward and 0.680" eastward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLORS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - - -

FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.



NSN 7642014010237
NGA REFERENCE NO. 11XHA11427



ED NO. 35

11427

11427 35th Ed., Sep/11; Corrected through NM Sep 24/11, LNM Sep 20/11

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

9 feet Caloosahatchee River, FL to Anclote River, FL.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero northward from junction with the Okeechobee Waterway, and are indicated thus: —●—

Tables for converting Statute Miles to International Nautical Miles are given in U.S.Coast Pilots 4 and 5.

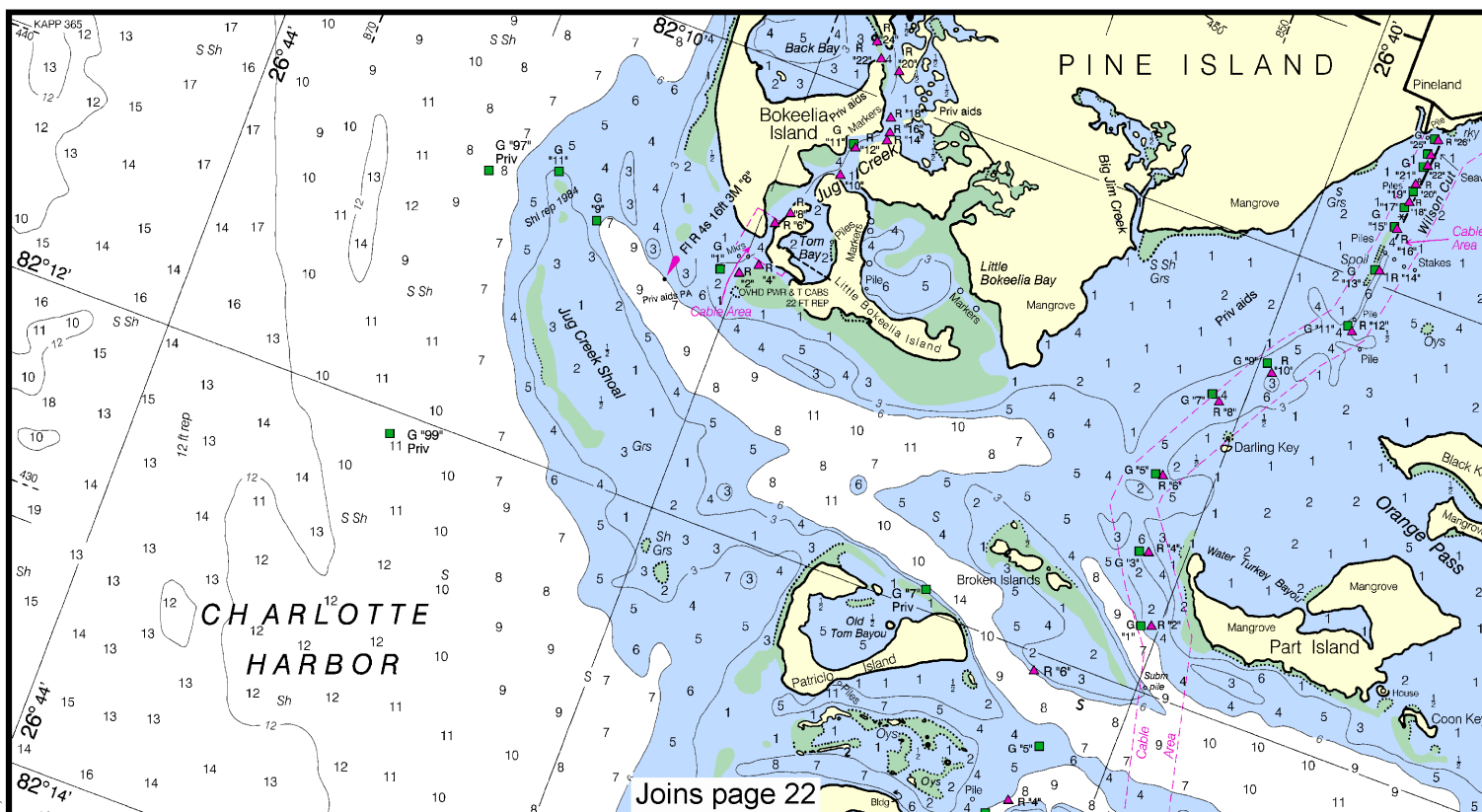
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from the Caloosahatchee River to Anclote, FL, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

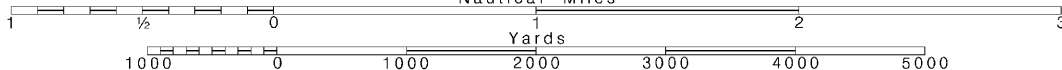


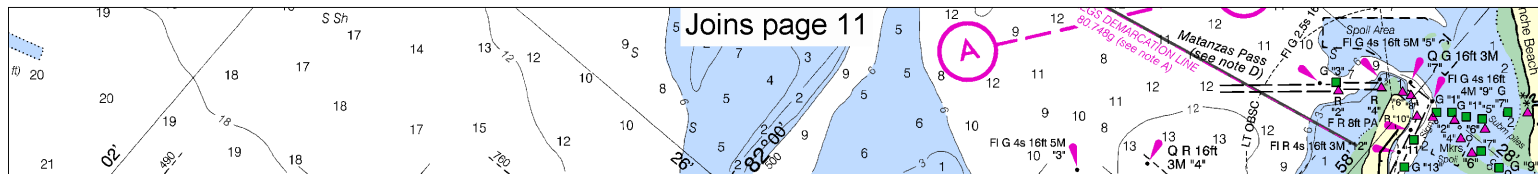
Joins page 22

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.





NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

PLANE COORDINATE GRID (based on NAD 1927)

The Florida State Grid, west zone, is indicated on this chart at 10,000 foot intervals thus:

The last three digits are omitted.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north however, you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

MARINE WEATHER
NATIONAL WEATHER SERVICE
Melbourne, FL
Miami, FL
Key West, FL
Tampa, FL

*Recorded

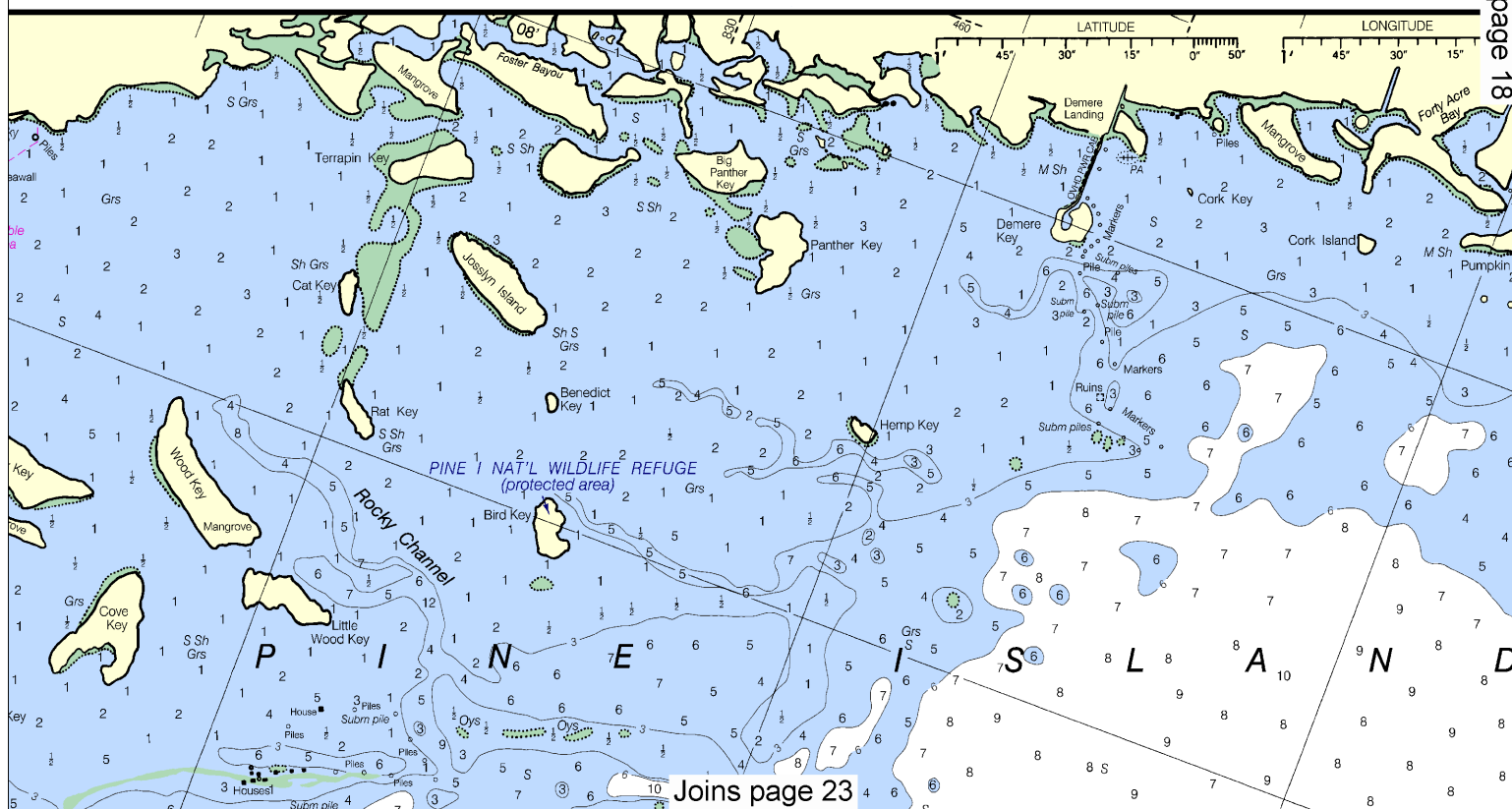
NOAA WEATHER SERVICE
Fort Myers, FL
Sarasota, FL
Naples, FL

NOTE X

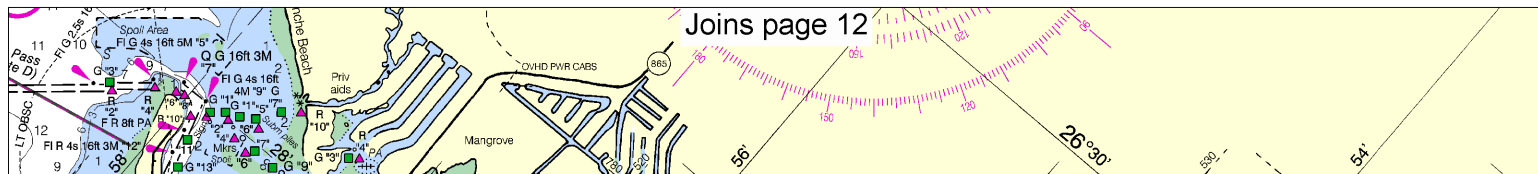
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

PUBLIC

The United States Coast Guard (USCGAUX), national instruction programs information regarding sources:
USPS --- Local Squares
Box 30423, Raleigh, NC
USCGAUX --- 7th District
33130, 305-350-5691
20593-0001.



Joins page 18



Joins page 12

MARINE WEATHER FORECASTS

NATIONAL WEATHER SERVICE
Melbourne, FL
Miami, FL
Key West, FL
Tampa, FL

TELEPHONE NUMBERS
(321) 255-0212
(305) 229-4522
(305) 295-1316
*(813) 645-2506

OFFICE HOURS
8:00 AM-4:00 PM (Mon-Fri)
24 Hours daily
24 Hours daily
8:00 AM-4:00 PM (Mon-Fri)

*Recorded

NOAA WEATHER RADIO BROADCASTS

CITY	STATION	FREQ. MHz	BROADCAST TIMES
Fort Myers, FL	WXK-83	162.475	24 Hours daily
Sarasota, FL	WWG-59	162.400	24 Hours daily
Naples, FL	WWG-92	162.525	24 Hours daily

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS --- Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, ND 27612, 919-821-0281.

USCGAUX --- 7th Coast Guard District, 51 Southwest Ave., Miami, FL 33130, 305-350-5697 or USCG Headquarters (G-BUA), Washington, DC 20593-0001.

MARINE WEATHER FORECASTS BY RADIO DIRECTLY FROM NATIONAL WEATHER SERVICE

CITY	STATION	FREQ.	AM-LOCAL TIME	PM-LOCAL TIME	DAY
Key West, Fla.	WKIZ	1500 kHz	5:25, 7:15, 11:15	12:15, 5:15, 6:15	Daily
Key West, Fla.	WKWF	1600 kHz			

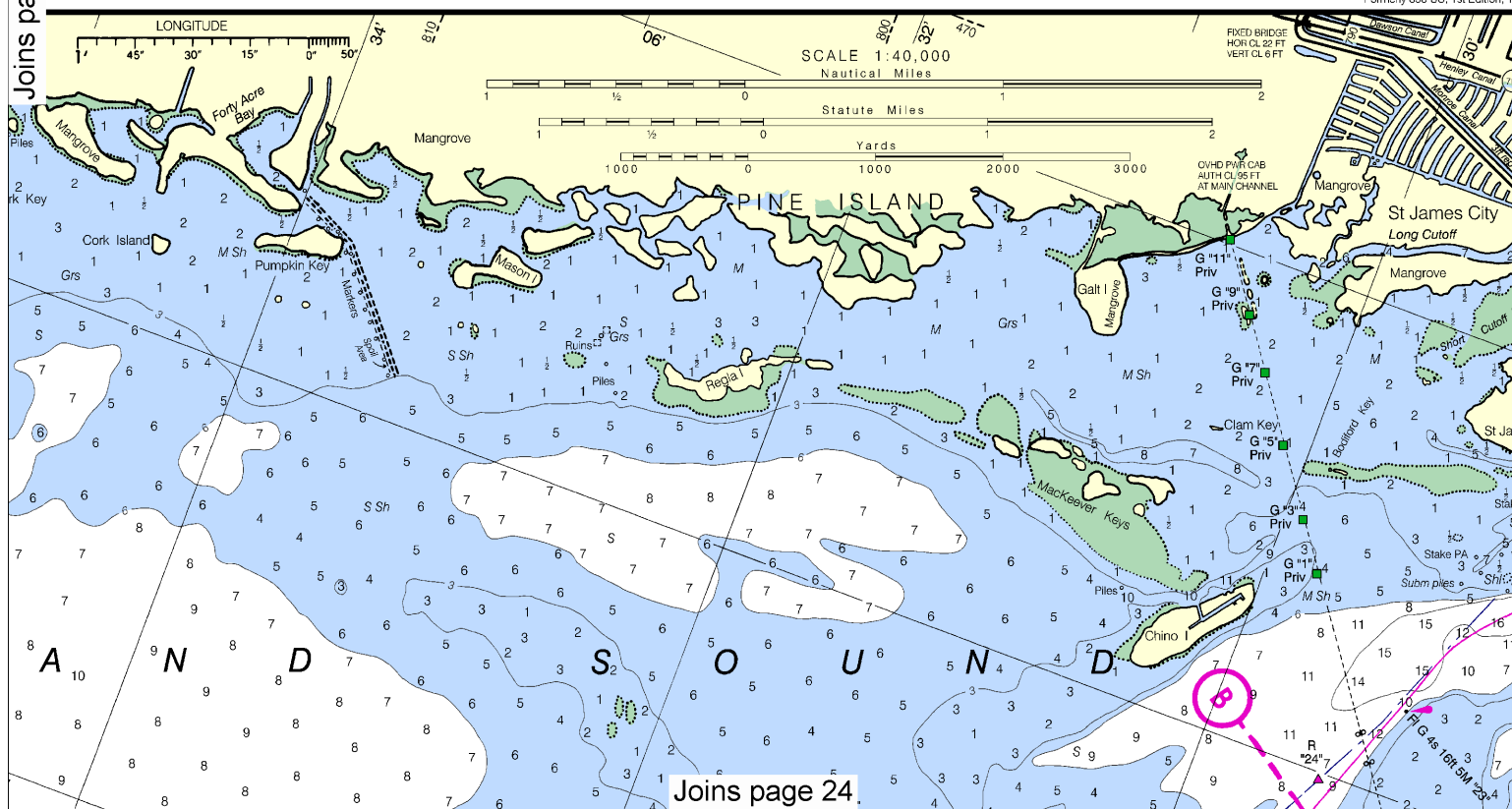
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	DAILY BROADCAST-EST	SPECIAL WARNING
St. Petersburg, FL	NMA-21	* 2670 kHz + 157.1 MHz	9:20 AM & 10:20 PM 8:00 AM & 6:00 PM	On Receipt On Receipt

+ Preceded by announcement on 2182 kHz
* Preceded by announcement on 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

Joins page 17



Joins page 24

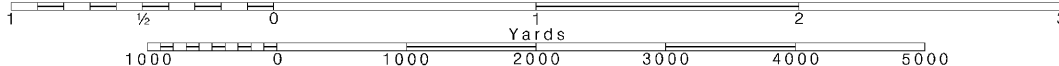
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



WEATHER RULES FOR SAFE BOATING

Before setting out:

1. Check local weather and sea conditions.
2. Obtain the latest weather forecast for your area from radio broadcasts.

When warnings are in effect, don't go out unless you are confident your boat can be navigated safely under forecast conditions of wind and sea.

While afloat:

1. Keep a weather eye out for:
 - A. A sudden vertical cumulus cloud development
 - B. A sudden change in wind direction
 - C. A sudden noticeable increase in wind velocity
 - D. A drop in temperature
2. Be alert to heavy static on your AM radio which may indicate approaching thunderstorms
3. Check radio weather broadcasts for latest forecasts and warnings

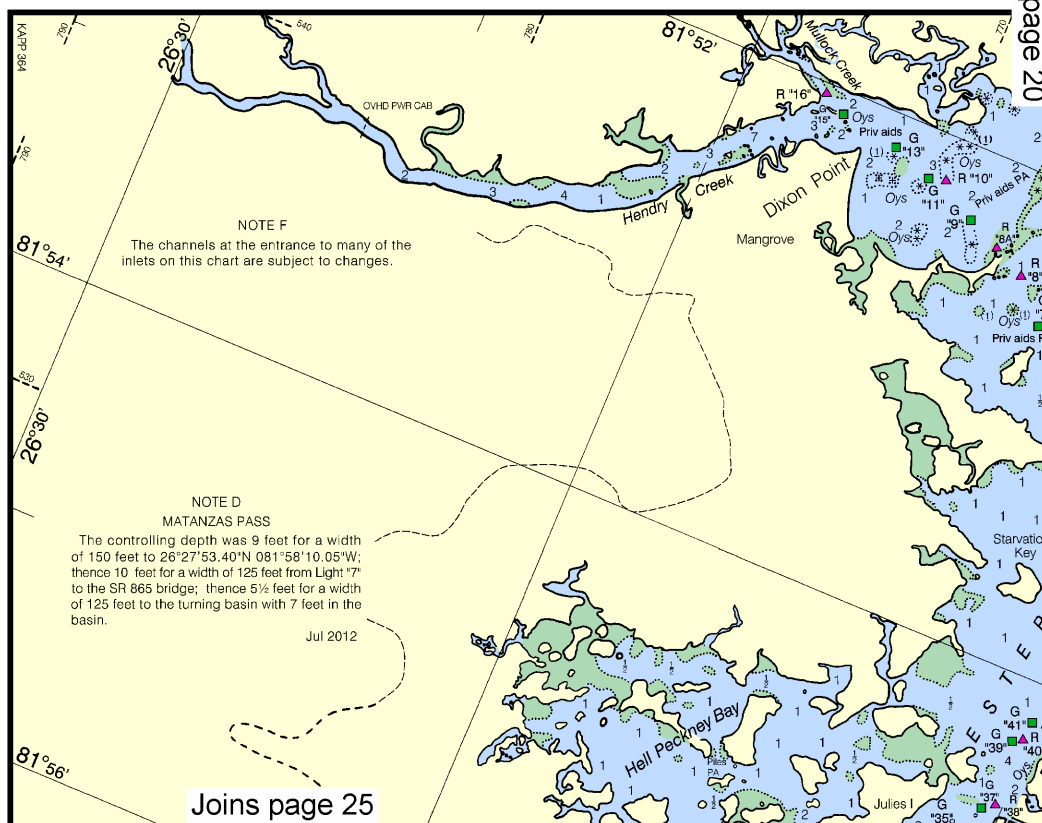
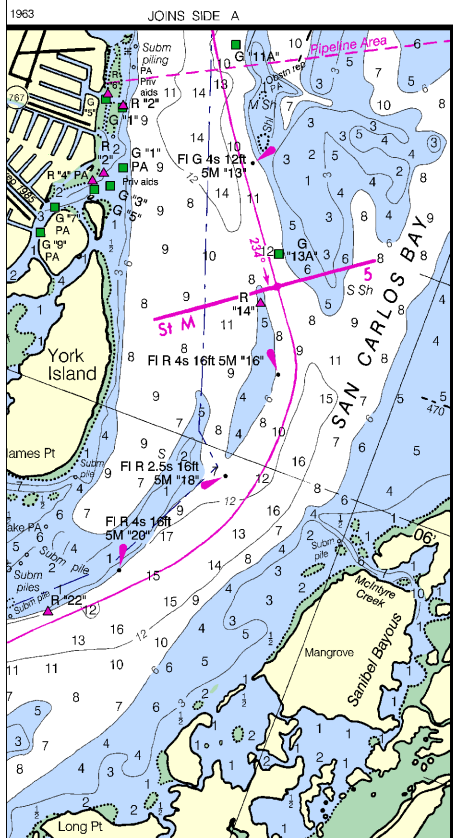
Thundersqualls often occur on warm, moist afternoons and are a great hazard to the mariner. They can have wind gusts up to 80 mph and hit almost without warning. To survive a squall, you must prevent being capsized or blow to leeward into danger.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nod.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

TIDAL INFO	
PLACE	
NAME	(LAT/LON)
Little Hickory Island	(26°21'N/81°26'W)
Coconut Point	(26°24'N/81°26'W)
Matanzas Pass	(26°27'N/81°26'W)
Captiva Island (south end)	(26°29'N/81°26'W)
Punta Rassa	(26°29'N/81°26'W)
Captiva Island (Pine Island Sound)	(26°31'N/81°26'W)
Redfish Pass	(26°33'N/81°26'W)
Cape Coral Bridge	(26°34'N/81°26'W)
Fort Myers	(26°39'N/81°26'W)
Pineland	(26°40'N/81°26'W)
Port Boca Grande	(26°43'N/81°26'W)

Dashes (---) located in datum columns indicate unavailable tide predictions, and tidal current predictions are available (Aug 2011)

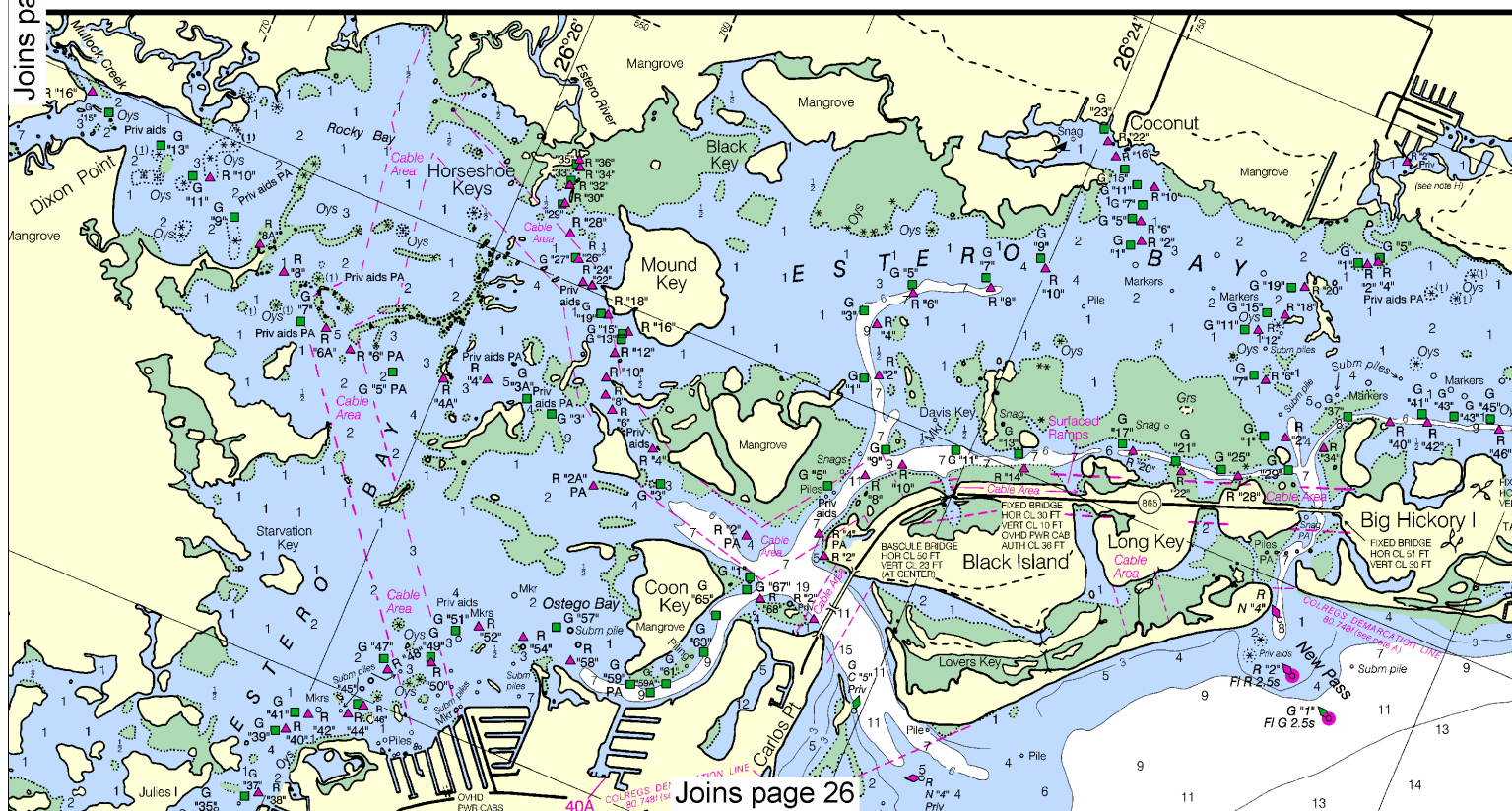


TIDAL INFORMATION

PLACE	NAME (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Little Hickory Island	(26°21'N/81°81'W)	2.5	---	---
Coconut Point	(26°24'N/81°51'W)	2.7	---	---
Matanzas Pass	(26°27'N/81°57'W)	2.8	---	---
Captiva Island (south end)	(26°29'N/82°11'W)	2.6	---	---
Punta Rassa	(26°29'N/82°01'W)	2.4	---	---
Captiva Island (Pine Island Sound)	(26°31'N/82°11'W)	2.1	---	---
Redfish Pass	(26°33'N/82°12'W)	2.1	---	---
Cape Coral Bridge	(26°34'N/81°56'W)	1.0	---	---
Fort Myers	(26°39'N/81°52'W)	1.3	1.1	0.1
Pineland	(26°40'N/82°09'W)	1.9	---	---
Port Boca Grande	(26°43'N/82°15'W)	1.7	1.4	0.4

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Aug 2011)

Joins page 19



Joins page 26

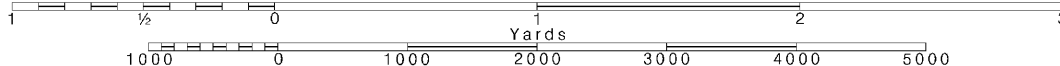
20

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



NSN 7642014010237
NGA REFERENCE NO. 11XHA11427

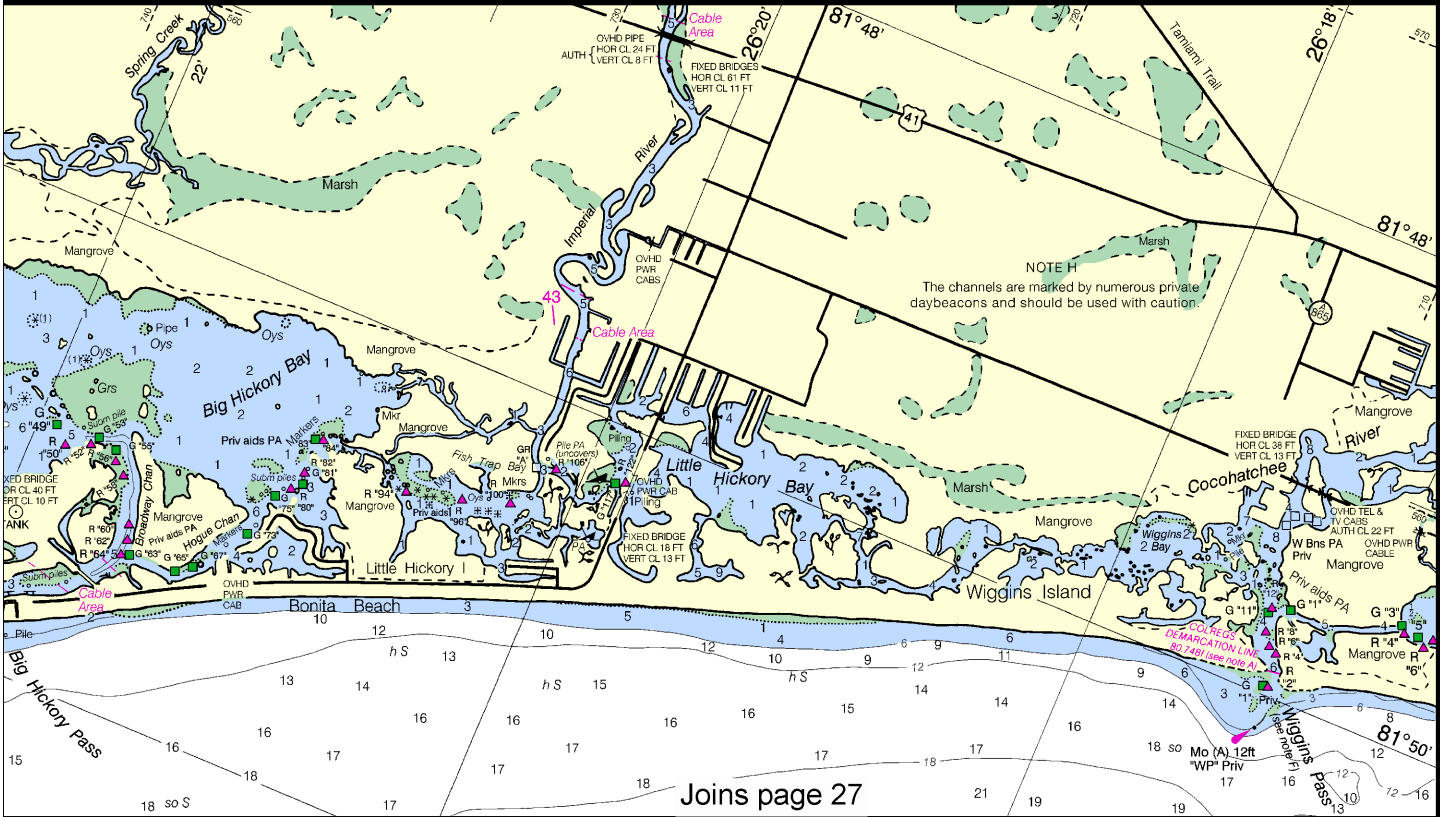
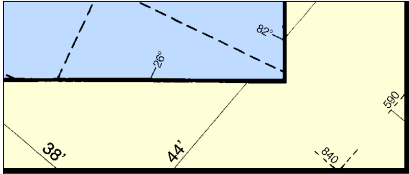
ED. NO. 35

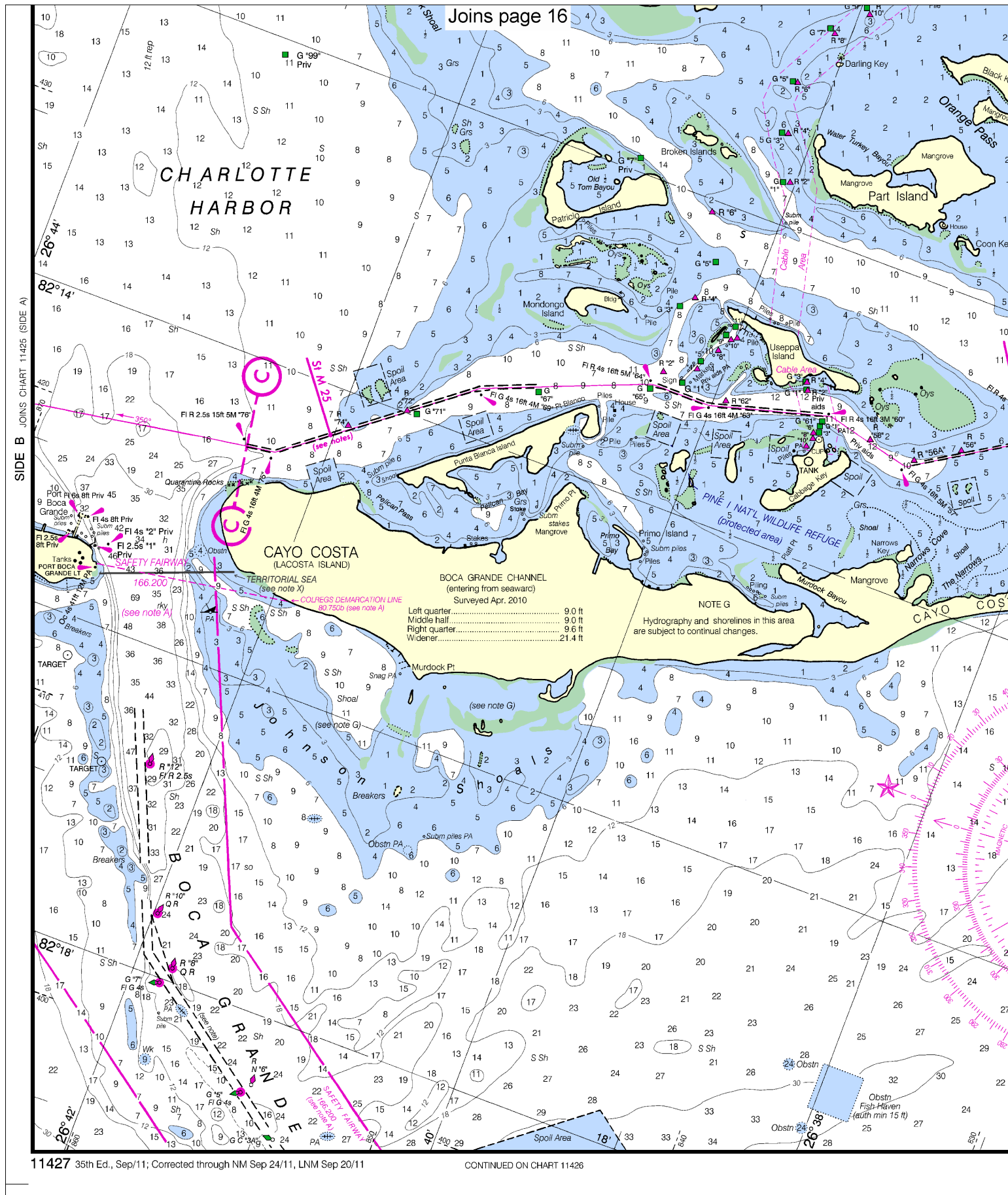
11427

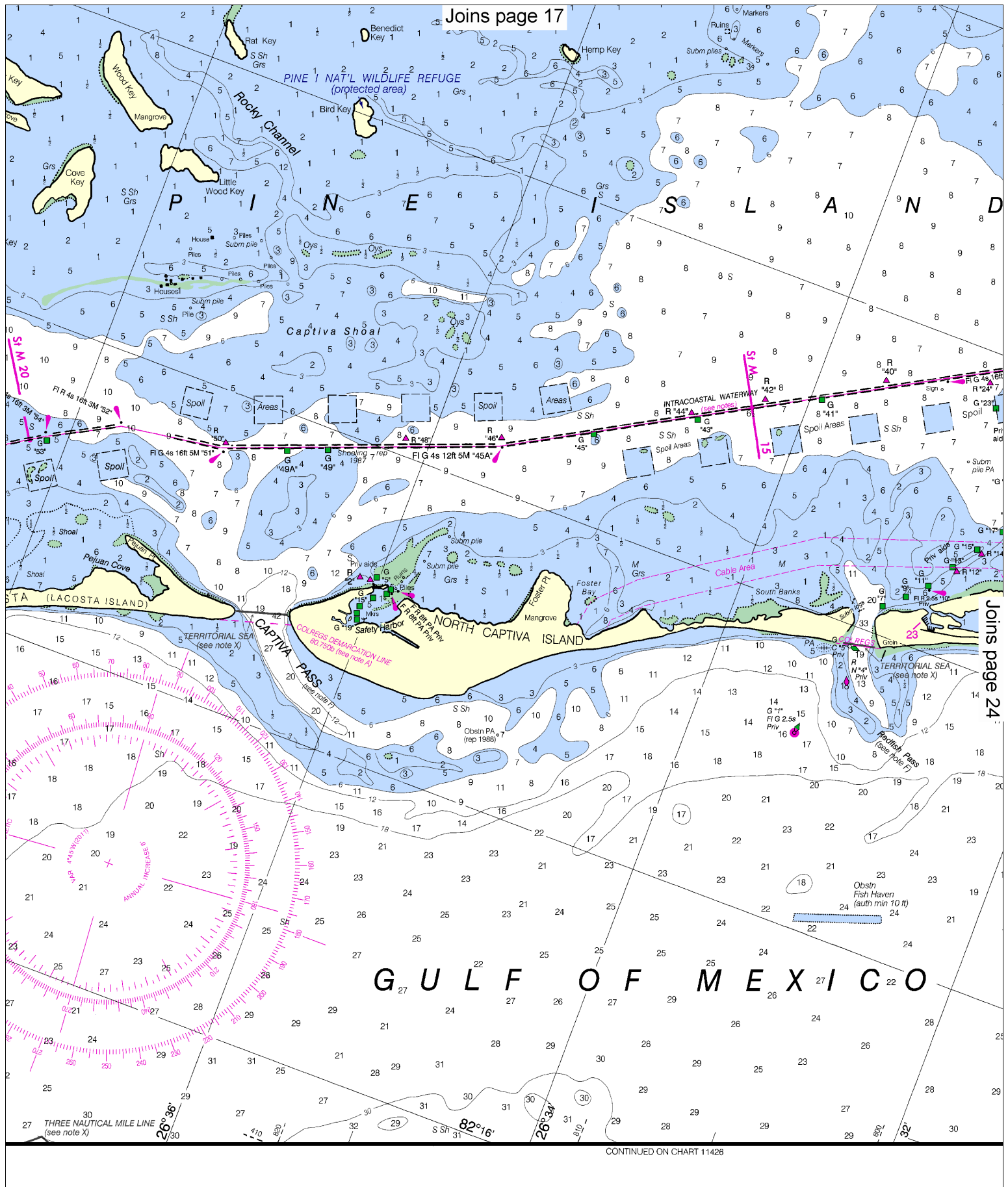
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

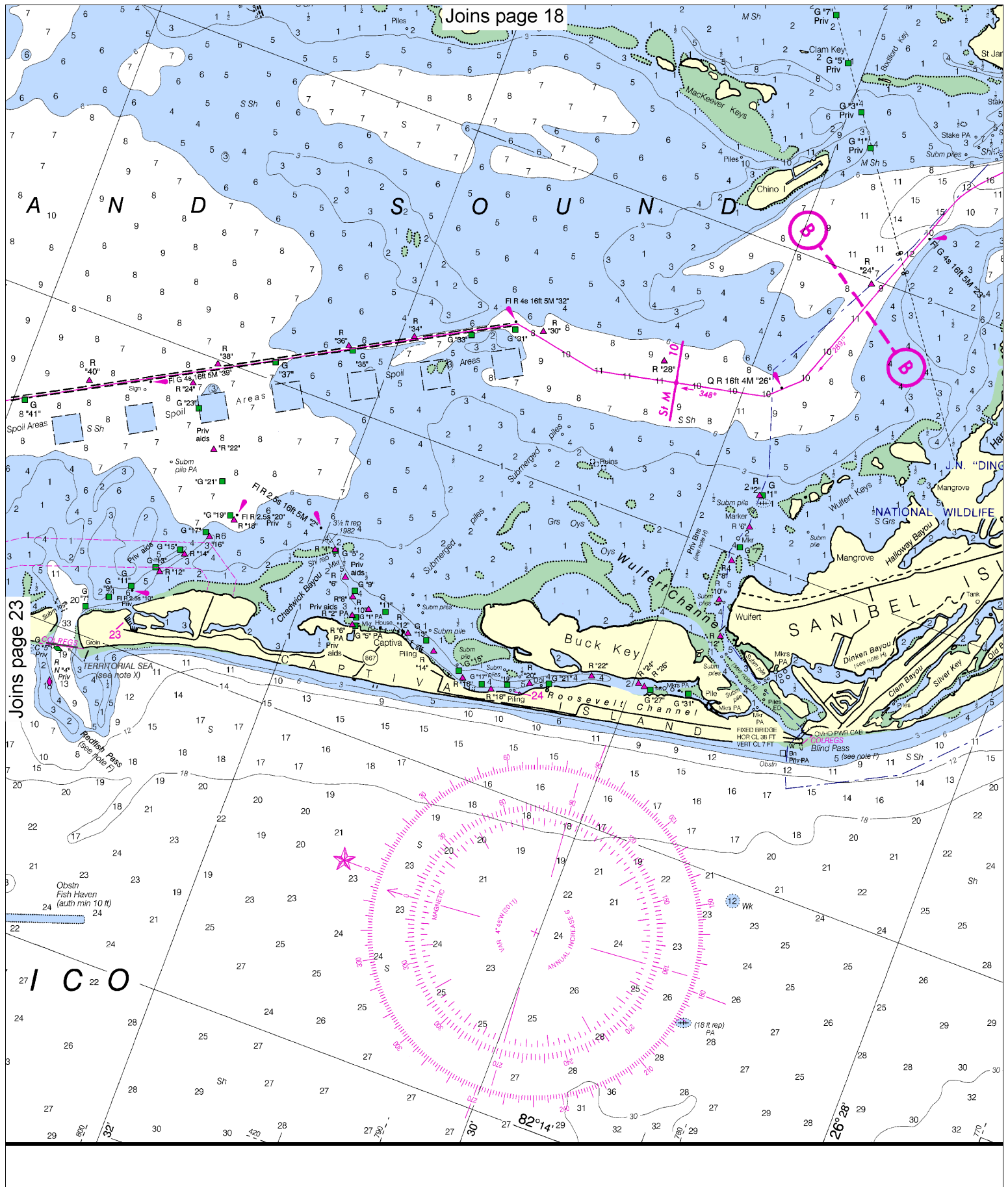


Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.









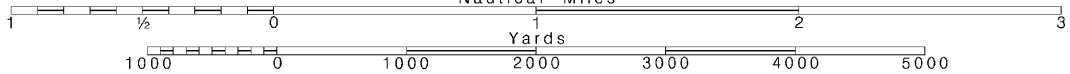
24

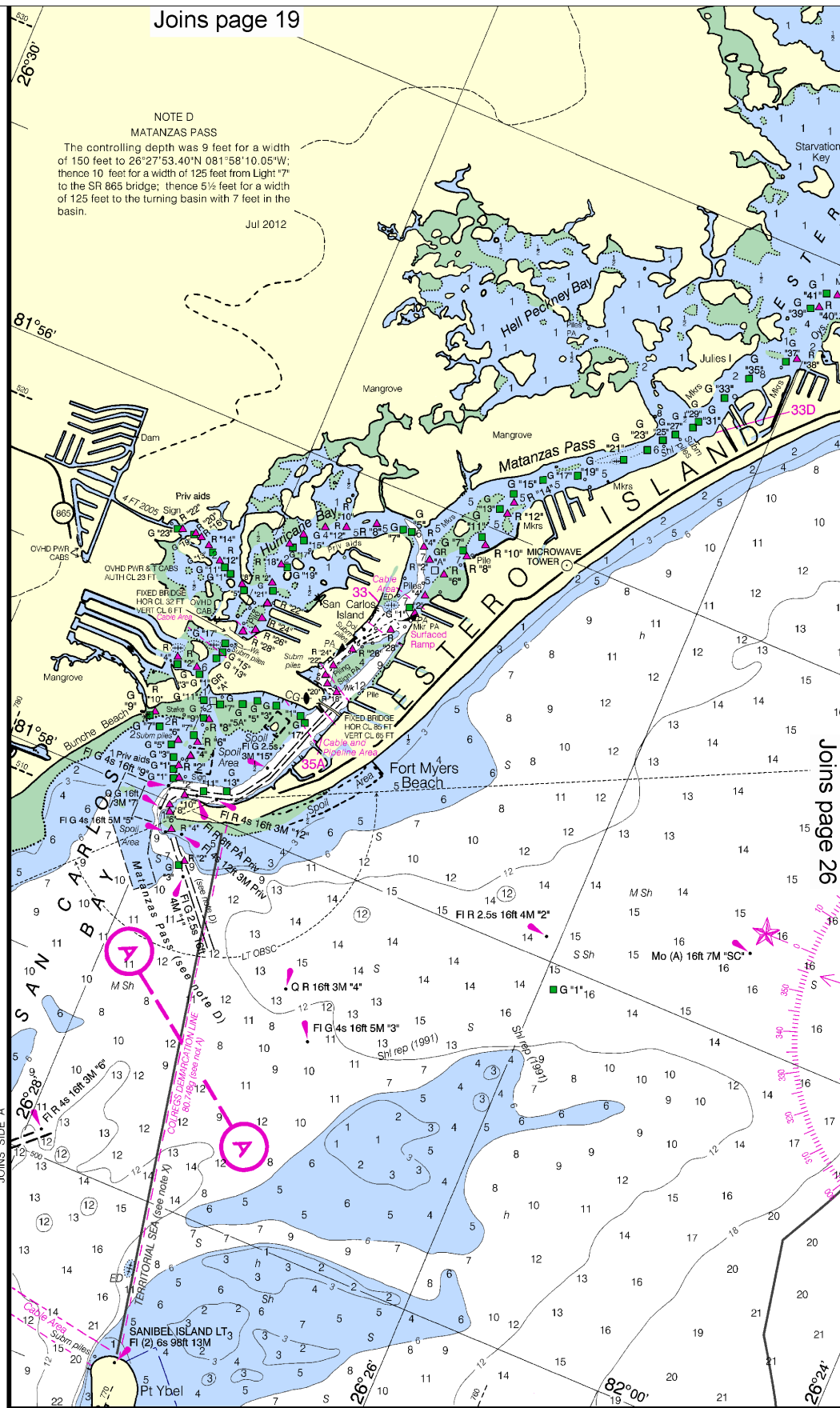
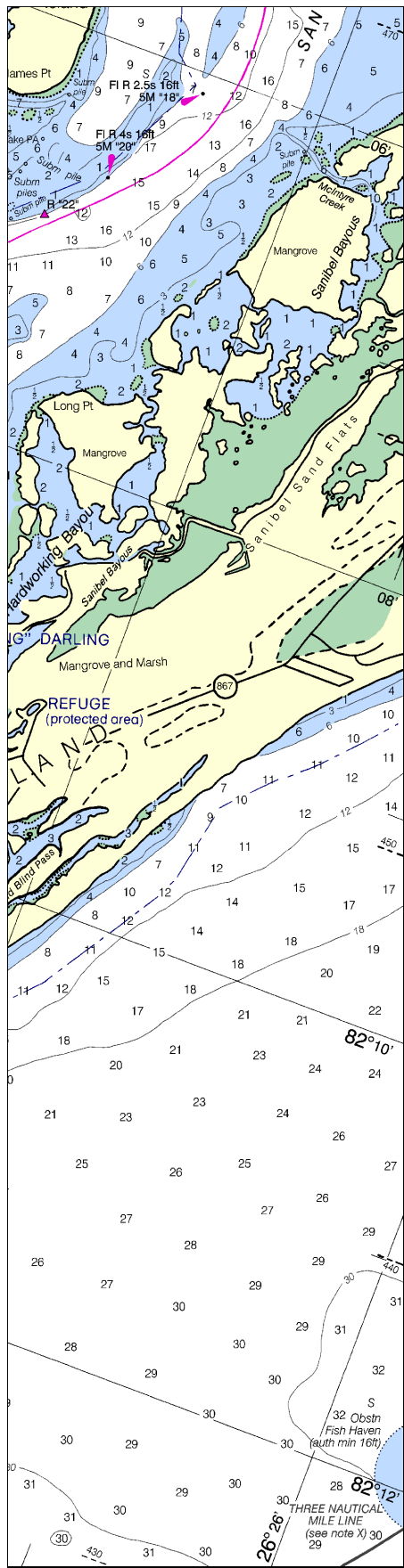
Note: Chart grid lines are aligned with true north.

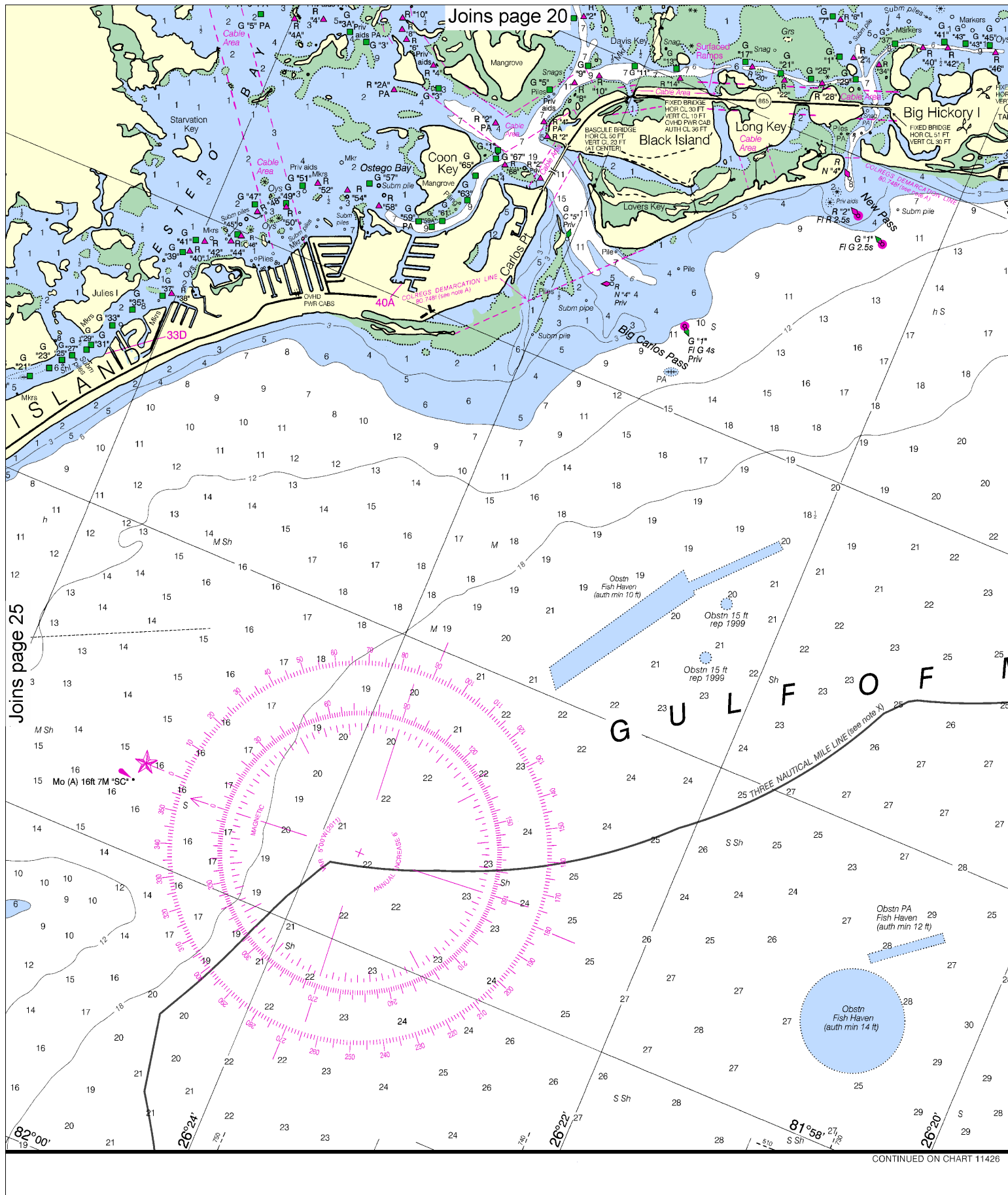
Printed at reduced scale.

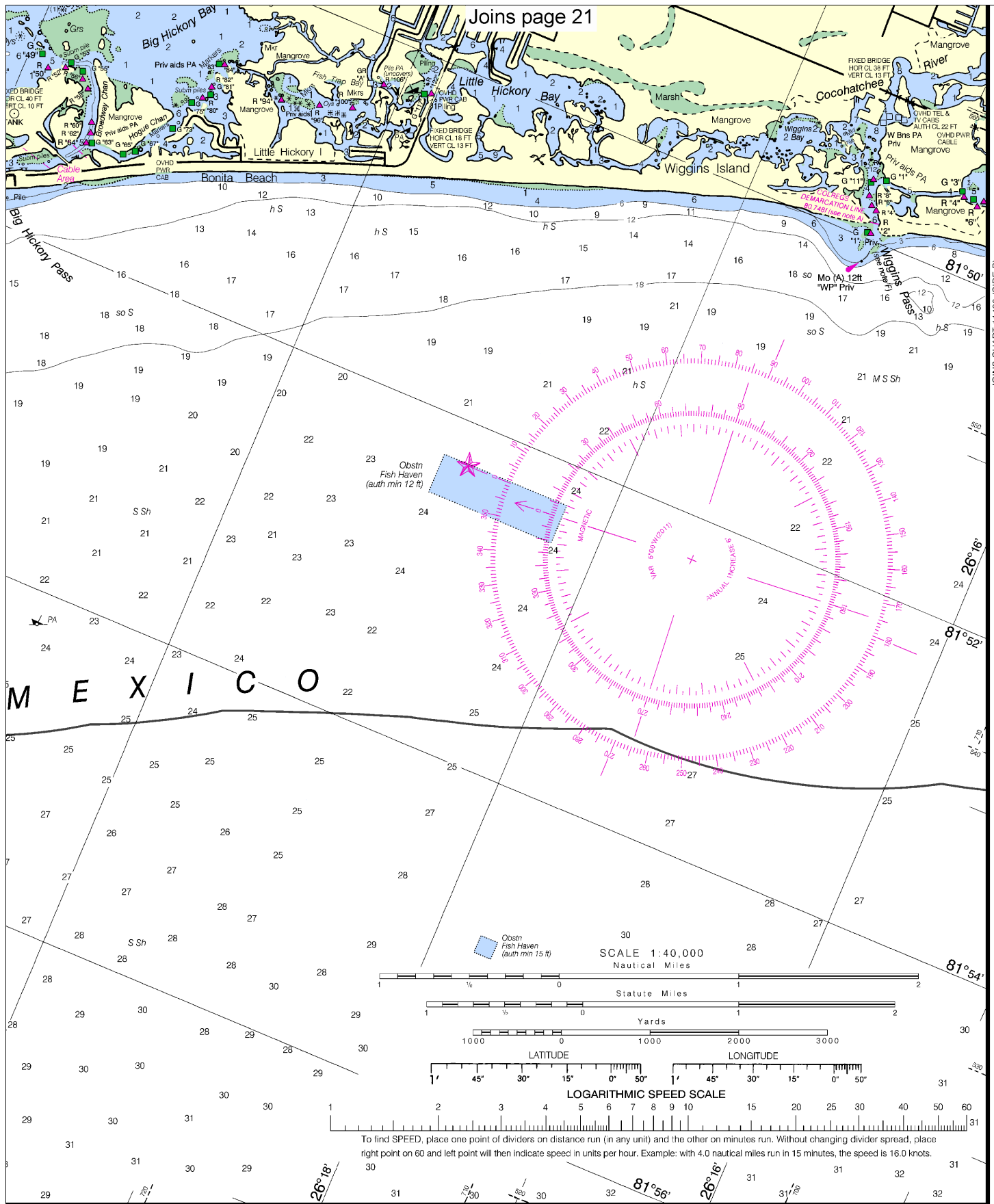
SCALE 1:40,000
Nautical Miles

See Note on page 5.









JOINS CHART 11430 (SIDE B)

SIDE B

11427



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

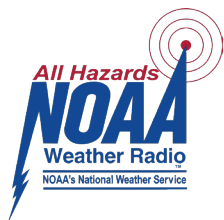
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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